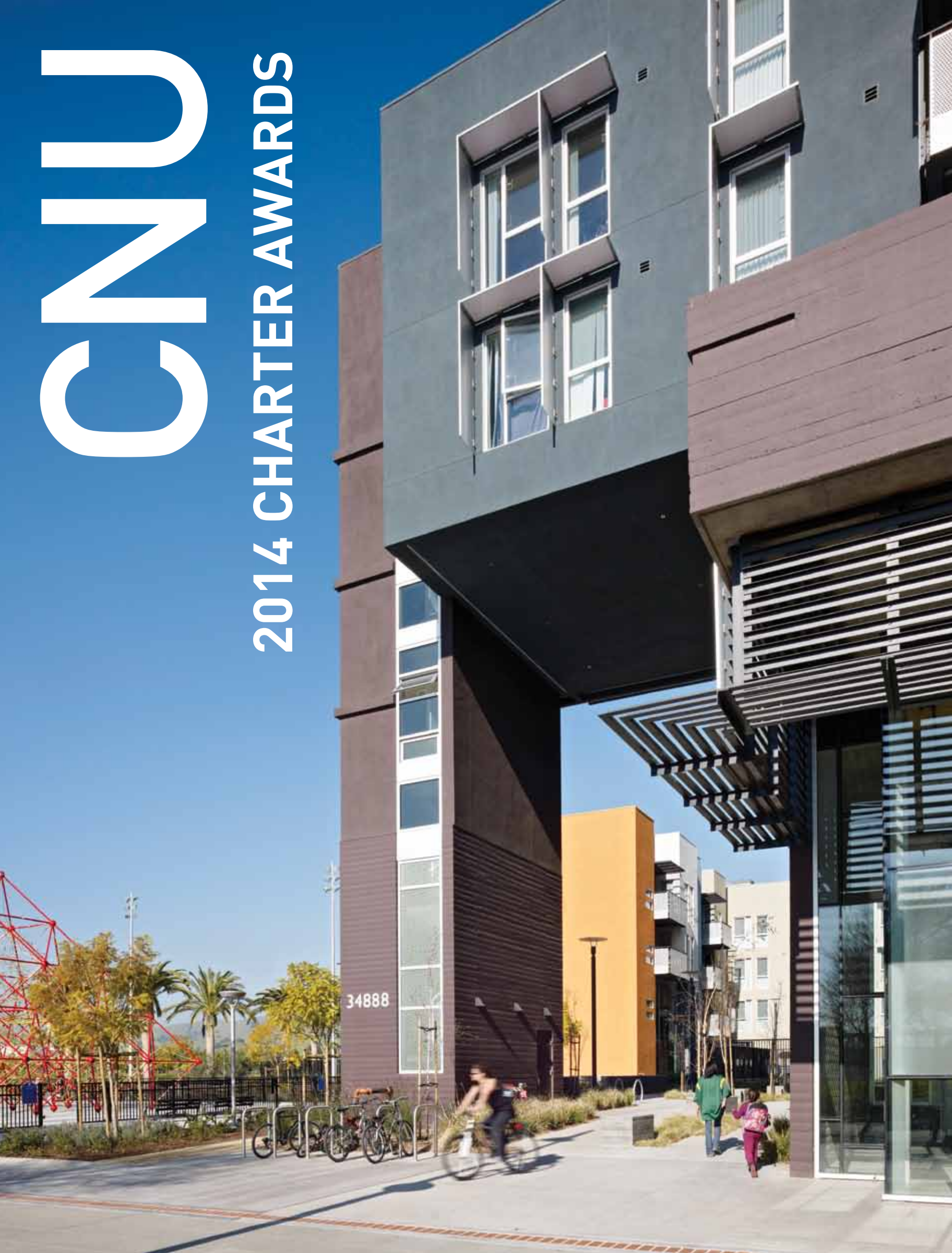


CNU

2014 CHARTER AWARDS



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The Congress for the New Urbanism (CNU) is the leading organization promoting walkable, mixed-use neighborhood development, sustainable communities and healthier living conditions. CNU asserts its voice by pushing forward policy and design reform, and by reshaping communities into dynamic places.

For 20 years, CNU has been the intellectual leader for urbanism that adds value to people's lives.

Administered by the Congress for the New Urbanism, the Charter Awards program rewards the best work of the new era of placemaking. Every year since 2001, CNU has convened a jury of the highest caliber to review submissions and select winning entries that best embody and advance the principles of the Charter of the New Urbanism.

The Charter identifies three major scales of geography for design and policy purposes. The largest scale is composed of regions. The middle scale is made up of neighborhood, districts, and corridors, and the smallest scale is composed of block, streets, and buildings.

Charter Awards are given to projects at each scale, and a special recognition is reserved for the best projects at the

professional and the student levels. This year, a handful of new categories were added, including Best Urban Infill, Best Planning Tool or Process, and Best Tactical Intervention. As the preeminent global award for excellence in urban design, CNU hopes the Charter Awards will set new benchmarks and new models for urbanism worldwide.

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Ronald E. Bogle / Will Bruder



Adele Chatfield-Taylor / Rob Krier



Elizabeth Plater-Zyberk / Jeff Speck



Brent Toderian / Cristóbal Valdez

LETTER FROM THE JURY CHAIR

CHARTER AWARDS JURY

The Charter Awards jury convened in Chicago from January 24-26, 2014 to determine this year's winners.

JURY CHAIR

Jeff Speck
Author and Urbanist,
Speck and Associates

Ronald E. Bogle
President & CEO,
American Architectural Foundation

Will Bruder, FAIA
President and Lead Design Architect,
Will Bruder Architects

Adele Chatfield-Taylor
President & CEO,
American Academy in Rome

Rob Krier
Architect and Sculptor,
KK Urbanism

Elizabeth Plater-Zyberk
Founder and Principal,
Duany Plater-Zyberk and Company

Brent Toderian
City Planner and Urbanist,
Toderian UrbanWORKS

Cristóbal Valdez
Architect and Former Planning Director,
Santo Domingo, Dominican Republic

Fellow Urbanists:

The Congress for New Urbanism was founded by designers, and design has always been its heart and soul. Over the past two decades, I have watched with approval—but some instinctive gut-level disappointment—as the focus of the organization has necessarily shifted away from good design to include all of the other activities that make good design possible, instrumental, and meaningful. CNU and the world are better for it, but we designers can't help but feel some pangs of regret that design itself has become a bit buried in the process.

For this Old Guard, the Charter Awards are the central event of the Congress, the best opportunity to see, talk, and learn design. At the first few Congresses, the awards were attended by everyone. Now, compared to the much larger crowds that CNU attracts, the Awards audience can't help but feel small. The fact is that this moderate crowd is larger than CNU's full early membership. We designers know that the Congress has grown so strongly, and remains great, because it has never forgotten its roots in the physical making of place.

To my mind, there is no higher professional honor a design can receive than the Charter Award. For that reason, I chose the jury with great care, and was deeply honored to see this group of influential designers and place-makers assembled on a chilly day in Chicago. My ambitious expectations were exceeded by the two days of conversations, deliberations, and noisy debate that led to the selections now before you. They rose to the top of an impressive pile; I served on a jury a decade ago, and I can say that, if the CNU's objective was to raise the quality of urban design around the world, then the CNU is a success.

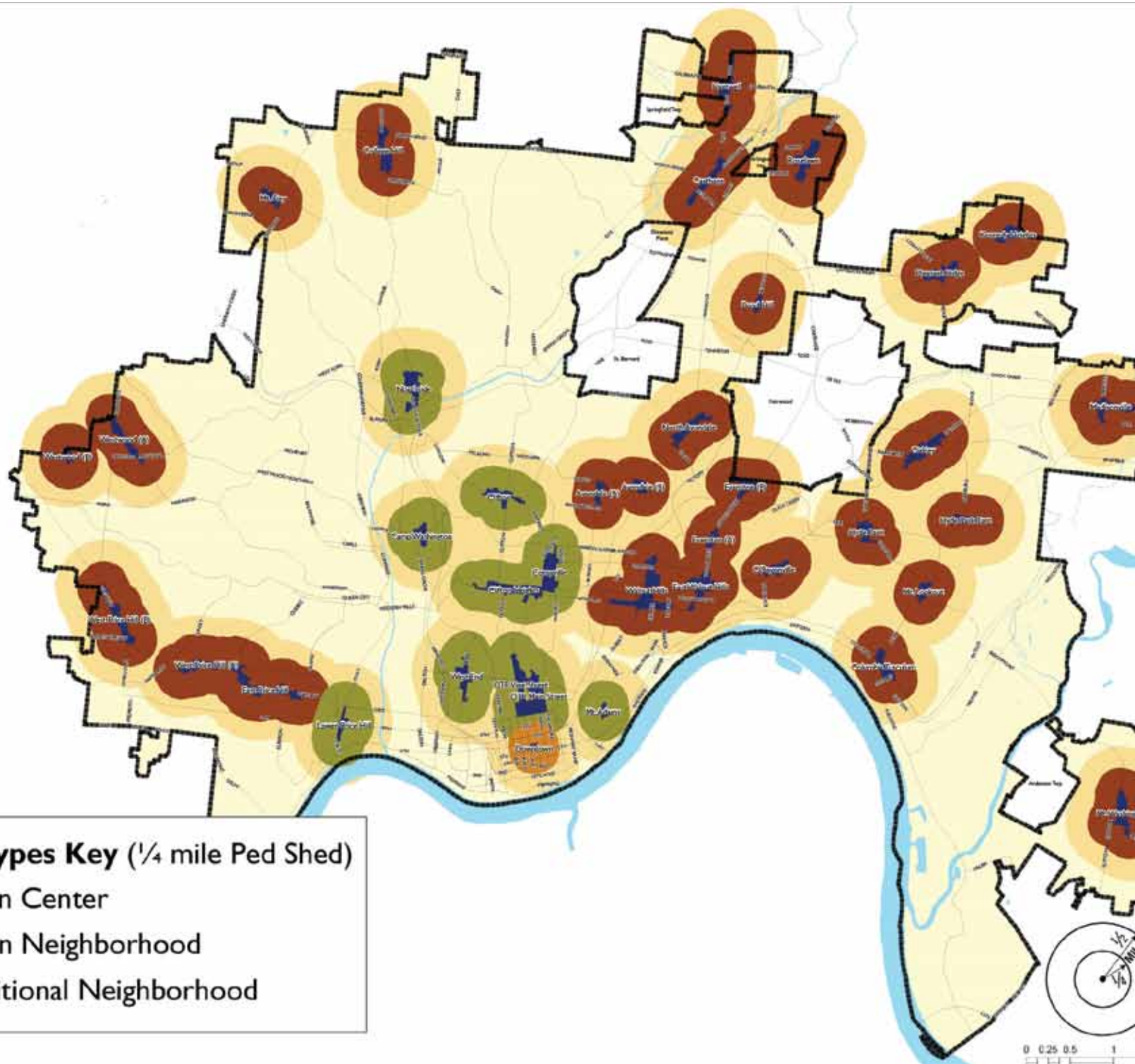
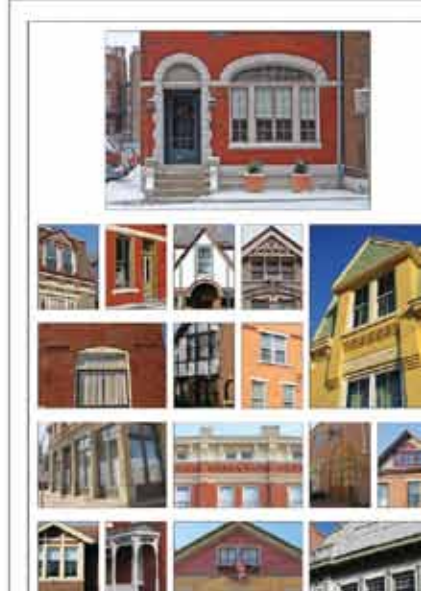
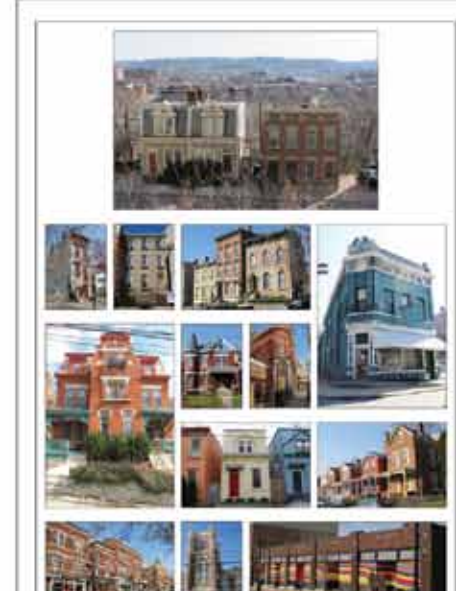
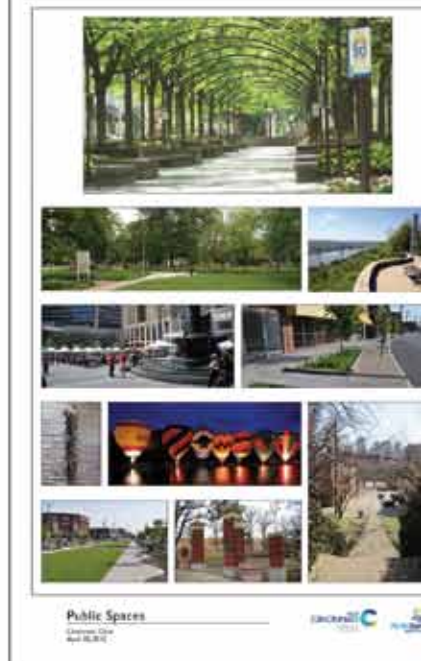
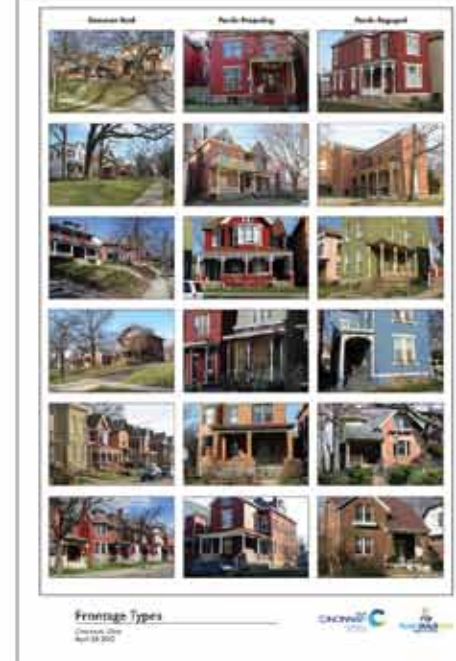
Of course, the real challenge of the day is not to improve design, but to improve its reach. Most of the world is still being built without it, in any meaningful sense. For this reason, illuminating the brilliant work celebrated in this booklet must remain only a limited part of CNU; keeping the pressure on local and national decision-makers must stay front and center. As we honor these winners in 2014, let's all ask ourselves not just how we can design better, but how we can work politically to make it matter.

JEFF SPECK / JURY CHAIR

Comprehensively Documenting Form Characteristics

Extract the Urban DNA of Cincinnati

Townhouse: Detached Townhouse: Attached Mansion Apartment/Apartment House



Place Types Key (1/4 mile Ped Shed)

- Urban Center
- Urban Neighborhood
- Traditional Neighborhood

CINCINNATI CITYWIDE FORM-BASED CODE

A Landmark in Form-Based Coding

This year, in an unusual step, the jury decided to award a tie for Grand Prize. Both projects are groundbreaking in their own way. In this case, the winner is one of the largest applications of form-based coding in the country.

Codes don't happen in a void. Cincinnati Vice Mayor Roxanne Qualls and Planning Director Charles Graves put their weight behind the creation of a form-based code

to inspire the revitalization of their urban neighborhoods. A Community Challenge Planning Grant from The Department of Housing and Urban Development (HUD) brought much-needed funds. Opticos Design, led by Dan and Karen Parolek (themselves the authors of *Form-Based Codes: A Guide for Planners, Urban Designers, Municipalities, and Developers*) took on the task of developing the code for the city.

Cincinnati lost 40% of its population in the years after 1950, leaving over 10,000 historic units in need of renovation in the urban core. But like many other rust belt cities, this abandonment actually creates a moment of tremendous opportunity. These urban neighborhoods already have what other cities want and are trying to build: A variety of urban housing types, including some of the best mid-rise buildings in the country; a network of neighborhood main streets ready to be revitalized; a rich, diverse, and well-built collection of historic architecture;

and accessible open space networks created by the topography that weaves throughout these neighborhoods.

Opticos used the urban-to-rural transect as the organizing principle for the code. Extensive photo documentation and mapping analysis were done to calibrate the transect and ensure that it would reinforce the unique characteristics of Cincinnati's urban neighborhoods.

"Since its inception, the New Urbanism has been distinguished by its members' willingness to advance knowledge by sharing experience," wrote juror Elizabeth Plater-Zyberk. "The Cincinnati code is an excellent example of that advancement in the deployment of the SmartCode, with particular attention paid to public process, neighborhood structure and graphic presentation. It reinforces Cincinnati's historic urban patterns with guidance for appropriate infill and predictable redevelopment building."

In May of 2013, the City of Cincinnati unanimously adopted the form-based code, and in the first year two neighborhoods have already elected to use it.



STATION CENTER

Affordable Housing Hits on All Marks

Union City is one of the farthest-flung BART stops in the San Francisco Bay Area, and one of the least developed. As part of a regional effort to focus transit-oriented development around transit stations, the city developed an ambitious plan to build a research development campus, market-rate housing, offices and live-work spaces around BART. With the housing crash of 2008, the developer and the City trimmed their efforts and focused on building an

affordable housing project for families as a catalyst. David Baker Architects took that assignment and ran with it, designing a remarkable building that succeeds on virtually all levels.

“This 157-unit housing block simply has it all,” said Jeff Speck. “TOD, affordability, great public spaces indoors and out, LEED Platinum, hidden parking, community gardens, social services, recreation, and

public art, all wrapped up in a lively, contemporary package. This is an exemplary way to grow density around rail.”

The project remediates a brownfield sandwiched between existing commuter and freight lines. The residential buildings frame a public playground and overlook a new landscaped plaza. The main entry court features a towering entry portal adorned by a 62-foot community-sourced mural.

Along the arterial thoroughfare, the south elevation is lined with a double-height retail arcade. At the rear, a neighborhood-serving parking garage buffers the homes from the sounds of the adjacent rail lines and provides parking for the retail and commuter needs. The flexible common room opens entirely to the courtyard, creating a large indoor-outdoor gathering space that is the heart of the development. The courtyard features allotment gardens for residents

and a play area populated by whimsical concrete gorillas.

The development aims to become a model for sustainable affordable housing and smart growth development as well as the catalyst for a brand-new City Center.

Elements of the design troubled some jurors, but the tremendous merit of the project was undeniable. “This is a masterful example of

how a contemporary architectural design solution can celebrate new urbanist thinking and create a distinctive livable environment,” commented Will Bruder. “It is a mastery of proportion and scale, materials and detail.”



GETTING TO IT AND GETTING THROUGH IT

Rehabilitation of Philadelphia's 30th Street Station

Students at the University of Maryland were tasked with reimagining the west bank of the Schuylkill River in Philadelphia as a vibrant, mixed-use neighborhood, repairing the urban fabric in the process. Amtrak's main corridor through Philadelphia runs north-south just across the river from the area, and Historic 30th Street Station is a transit hub for Amtrak, local commuter rail, local and regional bus service, and city subway rail. Interstate 76, running along the western bank of the river, is a heavily travelled artery that passes below the ground plane of 30th Street Station. The combination of the highway, rail lines, and extensive rail yards north of the station completely cut off access to the riverfront and hinders the pedestrian experience.

With the nearby campuses of the University of Pennsylvania and Drexel University expanding, the underutilized railyard area is ripe for development.

Will Bruder felt that this proposal "...was the most professionally presented 'un-built' work in the competition. Big ideas, a beautiful sense of livability and invention at both the large scale and the fine grain distinguished it from other entries. The students created a very rich combination of architectural form and massing and a landscape of softened pedestrian possibility for the refinement of this concept. Their plan, in its organization and depth of visual richness, is a standout example of contemporary thinking. Beautiful

renderings and plans make it easy to engage the concepts."

The design interventions respond to the following three goals: leaving the current infrastructure intact, weaving the city grid together from east to west, and creating a pedestrian green circuit and park system. To leave the current infrastructure intact, the reconstituted ground plane of the station is extended to cover the existing rail yards. This new real estate allows for building and block development as well as for a new park over the rail yards. To knit this development into the context, the existing street grid of the neighborhoods to the west is extended to meet the grid from Center City.

To anchor the development, the design emphasizes 30th Street by extending it to the north, with imageable public spaces. A pedestrian esplanade along the river bank works as a second north-south connector-- a greenway that links Penn Fields with the proposed residential neighborhood to the north.

"This plan is long overdue and wonderful," exclaimed Adele Chatfield-Taylor. "Building over the rail yards and providing mixed-used properly-scaled development to engulf and support this important transit hub will set the stage for new neighborhoods and provide pedestrian access to all aspects of this district."



STORA TORGET

A Unique Shopping Center
Completes a Corner

In Karlstad, Sweden, a large block overlooking the main square was gutted by a fire. Redevelopment in this historic town center required cultural sensitivity and innovative thinking. Architects Brunnberg & Forshed were tasked with designing a commercial/residential complex that could bring new intrigue to the city center while still respecting its place within it. Over the past decade, the Mitt-i-City (roughly, “middle of city”) mall has flourished as a staple of Karlstad’s downtown district and, despite its proximity to many historical landmarks, feels in keeping with the overall character of its environment.

Karlstad’s streets have run along an historic gridiron plan dating back to the 19th century. Contemporary developments in the area have ignored the historic form and challenged the unity of scale. Perhaps due to their bland exteriors, many of these new businesses had fallen flat and the streets are less lively than before.

By blending modern elements in the first-story retail spaces with the charming and

classical styles reflected in the residential floors, Brunnberg & Forshed brought forth a design concept that holds appeal for a wide variety of people, whether they’re potential residents or afternoon shoppers. The block’s rich visual interest and pedestrian-friendly layout make it clear that concern for livability was put into every form and function of the space. With a healthy number of people interacting in the public spaces and an underground parking structure, now everyone can feel more at ease walking throughout the square.

Brunnberg & Forshed’s plan for Karlstad’s stora torget (main square) excited the jury with its “extroverted small scale shops and restaurants framing and enlivening the streets,” remembered juror Brent Toderian. “The most attractive thing about this very clever and well-resolved block design,” Toderian observes, “is how easily it can be copied!” This unique plan should serve as inspiration for city planners everywhere looking to create compact mixed-use blocks that invite visitors to explore and residents to stay.

DUNBAR HIGH SCHOOL

Historic High School
Opens Up to the
Community

Paul Laurence Dunbar High School in Washington, D.C. has the distinction of being America’s first public high school for African-Americans. Intent on harkening back to a beloved building from 1917 – and replacing dim, bunker-like facilities built in 1977 – Perkins Eastman melded traditional and contemporary in an impressive new design that wowed the jurors. The new building opened in August of 2013.

Perkins Eastman turned the old inwardly-focused design outward, engaging the historically neglected surrounding neighborhoods with a modern and eco-friendly campus. When its 1,100+ students are done for the day, Dunbar High School opens its doors to the rest of the community, offering a state of the art pool, gymnasium, and many other resources.

The new campus design also reopens a street that was “megablocked out of existence,” said Jeff Speck, opening up a site for much-needed affordable housing. The new (old) street connects to the existing historic network of streets and sidewalks and greatly enhances mobility in the neighborhood with two-way traffic and sidewalks.

Though metaphorically built on history, the new Dunbar also strives for innovation. Designed with LEED Platinum certification standards in mind (the designation had not been finalized as of this writing), it includes a geothermal system, a 482 kW photovoltaic array, two 20,000-gallon cisterns, enhanced acoustics, low VOC materials, and underground parking. During the day, natural light provides much of the needed illumination. Broad steps provide a place for the school community to gather before and after school and suggest a scale of civic importance and seriousness of purpose.

CNU has been vocal in the call for reforming guidelines that recommend minimum acreage for high school campuses. These guidelines have pushed schools out of denser downtowns and out into greenfields away from where students actually live. Dunbar High School is a perfect example of what is possible on just 8.5 acres of land.

“Most importantly,” says Speck, “in a tough part of our nation’s capital, it dignifies the lives of all those who use it, a population that for too long has been deprived of noble civic facilities in which to learn and teach.”





CURRIDABAT MASTER PLAN

A Costa Rican City Adopts
New Urbanism

Developing countries are experiencing urbanization at a much faster rate than cities in North America, and funds for planning efforts are generally scarce. On the outskirts of the Costa Rican capital San José, however, in a town called Curridabat, Mayor Edgar Mora Altamirano and the local government have become unusually engaged in citybuilding and creating community. The result is a forward-thinking initiative to harness sprawl and revitalize lackluster architecture in a growing community that desperately needs it.

Demonstrating how paramount quality leadership is to proactive change, the mayor of Curridabat has recognized how important it is to think in the long-term, and to involve the community in the redesign process. In addition to hosting public workshops geared toward generating ideas for future growth, the design team has collaborated with and educated the local planning department so that the renovations can be maintained and expanded upon in the years to come.

Its initial growth largely due to coffee plantations in the 18th and 19th centuries, Curridabat gained municipal independence in 1930 and has since abandoned any signs of colonial architecture within its four main districts. However, the "Law of the Indies" street grid is still evident in its central district, and has provided a valuable lesson in the restructuring of the surrounding three.

As with many New Urbanist projects, the reimagining of Curridabat has focused

primarily on increasing walkability and usability, while decreasing the congestion that has resulted from aimless suburban growth. In order to respect the prevalence of private spaces that function as both homes and businesses in Costa Rica, many multi-use designs will be implemented that will allow for a flexibility of uses. "With exceptional graphic clarity," Elizabeth Plater-Zyberk believes, "it reinforces neighborhood structure and transect components with specific local interventions," a form for crating dense, walkable urbanism out of an auto-dominant design which she hails as "prototypical."

Once underutilized and thought of as inconvenient eyesores, natural ravines running through the town have been reworked into parks and other public spaces in proposals. Several major roads will be transformed into safer corridors or boulevards, with expanded sidewalks and bicycle paths (ciclovías) connecting all neighborhoods. This will be in keeping with Costa Rica's reputation for being environmentally friendly while at the same time attending to its rapidly evolving urban needs.

Curridabat will be the first municipality to officially implement Form-Based Code and regulations, as well as transect-based zoning, in the entirety of Costa Rica. According to urban architect Cristóbal Valdez, the Curridabat plan "could be setting the pace for a Latin-American adoption of the CNU Charter Principles."

COLUMBIA PIKE INITIATIVE

A Toll Road Goes
Mixed-Use, Overcomes
Strip Malls

"It is very easy to photograph a forlorn street and use a computer to calm the traffic, put in some transit, and add lovely buildings and trees," wrote Jeff Speck, bemoaning the proliferation of unexecuted corridor studies. "So few of these projects have been executed that, for a time, I argued against commissioning them, since they tend to raise false hopes. Enter Arlington County."

Initially built 200 years ago as a toll road connecting Washington, D.C. to Virginia, the Columbia Pike of today serves as a direct route to the Pentagon and other capital landmarks. Until recently, the land along this Arlington thoroughfare was underutilized as a result of stifling zoning regulations and aging single-story strip malls. In the world of New Urbanism, this treatment of such an historic community seemed almost blasphemous, so ambitious efforts were made to return the street to its more vibrant beginnings.

The first of two successful public charrettes was held in 2002 (the other in 2011), which garnered widespread support from the community and catalyzed the development of an efficient and innovative Form-Based Code for the renovation of the Columbia Pike. For the first time in over forty years, mixed-use developments were built, sidewalks were widened, and lighting was installed for pedestrian and bicycle-friendly purposes. "Thanks to skilled designers, a clear, implementable code, and a truly capable client, this plan is getting built, and

well," Speck praises. Brent Toderian notes "the impressive, real-life success of the initial phases of actual design and construction" as a main factor in the jury's selection.

In addition to increased walkability, there is an ongoing endeavor to integrate a streetcar into the landscape of the corridor, which would undoubtedly cut back on automobile congestion as well as the reliance on bus transit, which often causes traffic problems of its own. Higher-rising apartments built close to the streetcar and along the corridor itself may very well enhance safety, adhering to the principle of "Eyes on the Street."

Affordability can be a struggle when renovating communities, especially ones so close to major cities. With over 6,000 units planned to be priced within 40%-80% of the area's median income and plenty of those committed to remaining affordable in the coming decades, there is no doubt that diversity has remained key throughout the implementation of these updates.

The Columbia Pike Initiative was one of the first and largest instances of applying Form-Based Code to such an historic community in the country, and strides are continuously being made to move Arlington toward a more walkable, harmonious future. Jeff Speck is one of many looking forward to the coming changes. "I hate to be wrong, but I'm glad to see that these efforts can bear such tasty fruit."



SOUTHWEST WATERFRONT

Expanding Upward Along
a Forgotten Waterfront



Part of Pierre L'Enfant's original plan for the Capitol, Washington, DC's Southwest Waterfront has seen better days. At the beginning of the 20th century, it had a thriving commercial corridor and a multi-ethnic community. Urban renewal, that well-intended but destructive force, swept through the neighborhood in the 1950s and propelled it further into decline. Since the early 2000s, the Waterfront has seen some glimmers of revival, but they have been slow in coming.

Which brings us to today. A major undertaking is underway to redevelop the waterfront into a world-class destination, and Perkins Eastman has delivered an impressive plan to lead the way. This \$2 billion waterfront development is to be certified LEED-ND Gold, and all buildings are planned to achieve a minimum LEED Silver. It comprises 27 land acres and 24 water acres, and will be completed in three phases. All necessary approvals are complete and the first phase encompasses 1.5 million square feet of development, including a program of office, retail, residential, hotel, and cultural land uses. The first phase focuses on activating water uses through the creation of a programmable pier and transient docking, and is set to begin construction in late spring of 2014.

"The proposed vertical scale at 6 stories plus and the interesting ground plan pedestrian porosity give one cause for optimism," said juror Will Bruder. Some jurors, however,

wished for more from the architecture. "The predictable elevations and renderings provided appear not to live up to the project potentials. This project needs to strive for the authenticity, livability and destination magnetism of contemporary Rotterdam, London or Melbourne."

The mix of uses will include 1,350 residential units, 675 hotel rooms, 900,000 square feet of Class-A office, 325,000 square feet of restaurant and retail and 5,000-person theater for live music and cultural events. The theater forms a cultural anchor along with an adjacent public theater, a municipal fish market, and church distributed on the site. The street-level experience has been choreographed to support the connection of many daily activities all within an accessible walking distance. The housing types and program has a range of options including over 145 units of affordable/ 100 units workforce housing.

One of the central lessons Perkins Eastman took away from creating the Southwest Waterfront plan was that it needed to be a place, not a project. They set about creating a series of varied places and a focus on activating the ground level, knowing that that approach would be critical to the vitality of the neighborhood.



SUNDANCE SQUARE

Cow Town Builds a
Vibrant, Urban Center

Alongside its neighbors, Dallas and Arlington, the city of Fort Worth represents a part of the largest metropolitan area in the south. With roughly six million residents within an hour of downtown, the design of Fort Worth's city center was in dire need of an update from its industrial, isolating 1980's style. Charter Awards juror Jeff Speck praises the way David M. Schwarz Architects "managed to create an entire district of real, walkable urbanism in the heart of a driving city."

One of the most important criteria for the reorganization of Fort Worth was to utilize downtown's potential for nightlife and transform it into a competitive space for retail, dining, and entertainment. In order to meet these goals, street parking was extended and made free on nights, weekends, and holidays. Bleak, windowless facades were reworked into friendly structures that no longer turn their backs on the public. A performing arts center and library were constructed with grand, modern details in order to engage the community with its architecture. Art galleries and open

public spaces also serve to encourage visitors and residents alike to stick around after hours and experience all that Fort Worth has to offer.

In an interesting approach to market research, the master planner decided to advertise not-yet-designed residential buildings in the central district – and when telephones started ringing off the hook, it was evident that there were more opportunities than previously thought. Though many southerners are drawn to the idea of vast, private land, this guerrilla research proved that in growing cities, interest in urban living will always be viable.

Over the course of the last couple decades, David M. Schwarz Architecture and the local government have collaborated to transform downtown Fort Worth from a bulky series of parking garages into a warm, inviting public space deserving of the name "Sundance Square." Hopefully, these positive changes will continue to convince others of what Jeff Speck has already noticed – that "Texans are human after all."



**WESTLAWN
GARDENS**

Transforming Barracks Housing into a True Neighborhood

Westlawn is a neighborhood on Milwaukee's northwest side that was originally developed in the 1950s and has steadily provided affordable housing. Referred to as "barracks housing," these homes were inefficient, undersized for many families in need, and encouraged the feelings of isolation that keep communities worldwide in states of poverty and segregation. The homes also suffered from outdated water and waste systems that led to skyrocketing utility costs and basement flooding.

Together with the local government, Torti Gallas spearheaded initiatives to turn the area around. With the help of the largest low-income tax credit award in Wisconsin history, the firm has already completed 250 new homes of varied styles and types in the neighborhood. They've also installed sidewalks and alley parking to improve walkability in an area that was practically void of any and all pedestrian conveniences. "A nip here, a tuck there, and an unrelentingly repetitive suburban megablock scheme" has become, according to juror

Jeff Speck, "something of greater economy and character."

All developments for the Milwaukee Revitalization Project meet LEED for Homes Platinum Certification requirements, as well as a LEED for Neighborhood Developments Silver rating. The new plan employs innovative storm water strategies and a 30,000 square foot community garden.

And perhaps most notably, the project reflects the local community's wishes. An inclusive stakeholder workshop and subsequent public meetings helped refine the vision into a consensus based plan that residents were proud of.

Juror Cristóbal Valdez wrote that the project "...exemplifies the very essence of the Charter Principles...transforming a dilapidated neighborhood into a healthy and sustainable community." Future phases of the project will more than double the available housing and will add market rate ownership and rental units.

**TACTICAL
URBANISM
HAMILTON**

Energy and Effort Bring About Local Change

With a population of over half a million, Hamilton is the third largest metropolitan area in Ontario and the ninth largest in Canada. However, in a recent attempt to remedy an ever-climbing rate of pedestrian and cyclist deaths, two dedicated groups joined forces with members of the community to maximize awareness by thinking small.

Recognizing that small steps are key in increasing public safety, Street Plans Collaborative teamed up with The Hamilton-Burlington Society of Architects to host a workshop on the potential for tactical urbanism in Hamilton, aiming at highlighting municipal inaction and inspiring residents to become involved in neighborhood improvement. The workshop was an educational way to respectfully bypass government red tape and reduce the amount of control that automobiles held over people in the area.

The mission was simple: two weeks, four thousand dollars, and five intersections in desperate need of intervention. While each of these projects achieved notable success, CNU specifically recognizes the plan for the intersection of Locke and Herkimer Streets, and how its execution sparked action from the local government.

With a church, elementary school, and two businesses placed at its four corners, the intersection sees considerable traffic

daily – much of it foot traffic from children, the elderly, and other locals. Despite numerous complaints, the city had done nothing to improve on the intersection's massive curb radii, which was caused drivers on the one-way Herkimer Street to speed through without looking.

So these Hamiltonians did what any concerned citizen would – they nailed traffic cones into the asphalt and asked for forgiveness later. Despite initial resistance from local authorities, the residents' unwavering passion eventually convinced city officials to meet with the responsible parties. Noting the effectiveness of the urbanists' "guerrilla bumpouts", the city upgraded the corner of Locke and Herkimer within two weeks, and made similar changes to other problematic intersections within several months. These temporary changes will be monitored for a year, and if deemed effective, will be made permanent.

In Brent Toderian's opinion, "what set this example apart from others with an initially good idea was the way the proponents reacted to an initially negative response from the City in very clever and constructive ways." This project proves that, if done right, starting small is an effective way to gain the attention necessary for real change, and "will be looked back on as a transformative moment in perception, approach and relationship."



KENDALL SQUARE

60's Urban Renewal
Becomes Effective
Urban Infill

Sandwiched between a major research university and a network of diverse neighborhoods, Kendall Square is an undistinguished cluster of office space intended to meet the demand for high tech jobs in Cambridge, Massachusetts. As has been the case for many medium-sized towns, the tech boom in Cambridge led to the rapid development of stark single-use facilities, isolating residents from their city's core and inspiring locals to conclude that height and density are threatening to their community.

In their ambitious urban infill plan, Goody Clancy seeks to reorganize the 200 acres of Kendall Square that were initially allotted for urban renewal in the 1960s. As it sits, the square contains 10 million square feet of research with limited housing, retail, or green public spaces. Over ten years, the project would open up 4 million square feet of that research space, making it available for mixed-income housing, retail, cultural and public use. With 75% of growth planned within a five-minute walk of transit and housing development slated to increase 250%, the renovations would maximize convenience, showing the

citizens of Cambridge that an increase in density doesn't have to mean a decrease in practicality and attractiveness.

The plan proposes a hierarchy of interaction, encouraging the creation of spaces from the most personal realm to the most public. Parks, gardens, and courtyards connect the community, while promenades, cultural venues and retail space fuel a public personality for the town itself. As noted by juror Will Bruder, "a richly populated series of visual narratives create an inspired vision for solid growth and transformational in-fill to occur at the pedestrian/transit scale."

The Kendall Square design seeks to tackle the anonymous character that the neighborhood currently exudes, and to turn it into a place that manages to embrace its technological side on a more livable, walkable human scale. "From its current disparate and disconnected reality," Bruder says, "the proposal would create a memorable sense of place through the innovative redevelopment of empty lots and voids in the neighborhoods fabric."



BAGBY STREET

Sustainability and Style
Meet on Houston Street

This street revitalization effort utilized aggressive low impact development (LID) strategies to improve stormwater quality, offset carbon emissions and redefine a previously auto-dominated commuter thoroughfare as a livable center with significant improvements to the pedestrian environment.

The project is located on the western edge of Houston's Midtown district, one of the city's largest and oldest central neighborhoods. The 13-block street reconstruction envisioned a highly programmed, pedestrian friendly environment that would encourage private re-investment in the area. It represents a renewed effort by the district to connect with their current demographics, modern infrastructure demands and long term sustainability goals, making the project a key element in the district's larger effort to lead the charge to diversify and re-populate areas around Houston's downtown.

Environmentally, the design utilized a series of rain gardens to improve urban stormwater quality through biofiltration, removing 33% of onsite stormwater from the storm sewer system. Additionally, newly planted trees have already reduced ambient air temperatures and will eventually more than double the available shade within the pedestrian environment. As the highest rated

project in the history of the Greenroads program and the first ever in Texas, the project has set a new benchmark for similar efforts.

A total of 4% of the construction budget was dedicated to custom elements with artistic value (four times more than the standard 1% for Houston projects). These custom elements include benches, tree surrounds, seat blocks, rain garden signage, context sensitive paving patterns, bike racks and an information kiosk, all of which were designed specifically for the district's brand.

"This Houston street was bare, uninviting and unmemorable when the design team confronted it," wrote Adele Chatfield-Taylor, "and despite its ungainly width, or perhaps because of it, they have transformed this nondescript strip into a neighborhood, a park, a garden, a shelter from heat and rain, a place to shop and dine, and a destination unto itself. With ingenious place-making and high-quality additions – the right trees and plants, durable well-made furniture, distinctive pavements, places to walk the dog as well as jog, bike, walk, park, sit, and meet – they have created a safe, inviting, sustainable, better functioning and more beautiful environment, that is an integral part of a part of a living city."

AWARD OF MERIT

CATEGORY Block, Award of Merit
FIRM NAME Strada
SITE Pittsburgh, Pennsylvania



MARKET SQUARE PLACE

A Neglected Downtown with Good Bones

Pittsburgh's Market Square Place was historically a bustling hub of locals and street merchants. Heavy cast iron structures and fire-brick masonry gave the neighborhood an architectural charm. But by 2000, most stores on the block that fronts the square had closed. Crumbling facades added to an overall impression of neglect, which kept many people from spending time downtown. Since 2007, new investment in the vicinity and a fresh mix of uses on this block have brought new life into what was previously a stagnant district.

The first challenge for Strada was a logistical one; the architects needed to solve a puzzle of buildings of varying heights, styles, and materials. The team negotiated a maze of code requirements between different construction types and arranged connections between floor plates of varying heights between buildings. The resulting design essentially joins all seven buildings on the block into one. The creation of large, flexible spaces attracted a 30,000-SF multi-level fitness center, a key tenant for the project's viability. New building connections on the upper floors facilitate circulation for 46 market-rate apartments and a shared terrace.

At street level, pedestrians experience a variety of distinct storefronts as in past decades. A new parking area below grade allows one car per resident.

Situated in the original center of civic life—the site of the city's first courthouse and market—this block became a barometer of downtown neglect in the latter part of the 20th century. Its renewal has set an example for the alignment of historic preservation and sustainability to generate economic and social activity, while inspiring further interest and development in the area.

AWARD OF MERIT

CATEGORY Neighborhood, Award of Merit
FIRM NAME Robert A.M. Stern
SITE Huixiang Island, Xiamen, China



HEART OF LAKE

An Elegant, Thoughtful Community Rises in China

Slated to have its eight phases of construction complete in 2018, Heart of Lake is a New Urbanist community being built from the ground-up in the temperate coastal city of Xiamen, China. One of the four "Special Economic Zones" opened to foreign investment and trade during China's economic reform of the early 1980s, Xiamen boasts rich socioeconomic diversity among its 3.5 million inhabitants. As with most developed cities in China, the struggle to create prosperous new communities in Xiamen without exhausting the supply of land is an ever-present battle, especially for a metropolis built on an island.

Heart of Lake aspires to pack nearly 5,700 residential units into its 25 acres, proportionally dispersed among high-rise, mid-rise, and low-rise complexes, as well as townhouses and villas. The jury expressed concern about the elite nature of a "private" community, but the wide range of housing types and price levels seem to counteract that concern.

Juror Elizabeth Plater-Zyberk noted that Heart of Lake "was executed with extreme skill, producing a beautiful project that refers to regional, historical architecture and garden design." Environmental responsibility is central to the plan; the wealth of landscaped public parks are arranged to capture breezes from the northwest to combat the heat and humidity of the local climate. Natural light is maximized for all living spaces and gardens by staggering the tall towers on the east

side of the site, preventing long afternoon shadows. The neighborhood is built adjacent to an elevated urban transit system, which currently provides bus service and will in future provide train service.

One of the most unique features of the plan is its waterfront park, which will wrap entirely around its shore, providing a vast and aesthetically pleasing edge to the community and a common destination for all of its grid-oriented streets. Another interesting element is its forward-thinking approach to underground parking and decongestion of residential roads. Vehicular traffic coming into the city will proceed over bridges and descend ramps into underground parking complexes that will mirror street patterns above. Residents or visitors will then be able to take elevators or stairs up to ground level, where all streets will be pedestrian and bicycle-oriented.

The buildings share a common vocabulary, utilizing a palette of locally sourced granite and stone. Consistent architectural vernacular and detailing will establish unity within variety, allowing buildings of various scales to enjoy a common character, and provide residents with a sense of individuality within a community. Impressed with the project's ambition, juror Cristóbal Valdez wrote, "The achievement of high density in this pedestrian garden city is a rare but intelligent sustainable solution, especially in China."

AWARD OF MERIT

CATEGORY Urban Infill, Award of Merit
FIRM NAME Marc Brietman & Nada Breitman Jakov
SITE Pas de Calais, France



MINING BASIN

Coal Miner Housing Sheds Company Town Identity

Three centuries of coal mining shaped the landscape of Pas de Calais, France and the company town that serviced it. Surrounding the mining pits and slag heaps you'll find a mid-19th century model village constructed as a modern ideal of living for working citizens. As idealized as it was, the town design suffers from repetition and an exclusive focus on the grim task of mining. With the mine closed, local government was faced with a challenge: with 120,000 units, the town represented a great opportunity for housing, but extensive work was needed to turn the industrial-era cluster into a real, functioning village.

In order to do that, architects Marc Brietman and Nada Breitman Jakov set these goals:

- Turn the monotony of the repetition of house models into more personalized homes
- Change the orientation of the streets away from the mine and out to the city
- Invent a new typology such as corner houses and cut smaller blocks
- Give a new hierarchy to public spaces – places, avenues, streets, parks or gardens

The new design is a breath of fresh air for this industrial-era town. "The reconstruction of Pas de Calais successfully integrates new housing by replacing unsuitable buildings with restored units in salvageable areas, inserting new cross-streets into the overly long historic blocks," wrote Elizabeth Plater-Zyberk about the project. "A variety of housing types with a range of income levels, including market rate and lower range subsidized housing, add to the complexity and success of this project."

Since beginning the project, 500 new houses and 200 new apartments have been built. The Mining Basin is defining itself into distinct districts and away from the industrial past. In 2012, the village was designated a UNESCO World Heritage site.

"The jury admired the ambition and complexity of this project, the balance of selective preservation and new infill," concluded Plater-Zyberk.

AWARD OF MERIT

CATEGORY Planning Tool Or Process, Award of Merit
FIRM NAME University of Arkansas Community Design Center
SITE Fayetteville, Arkansas



FAYETTEVILLE 2030: FOOD CITY SCENARIO

New Ideas for a "Food Insecure" Community

Despite being one of America's leading food-producing states, parts of Arkansas suffer from abnormally high hunger rates, with nearly 25% of children deemed "food insecure" compared to the national average of 14.5%. Refusing to accept such a dismal statistic, the University of Arkansas Community Design Center launched a unique project called "Food City" which seeks to build food sustainability for the future in the growing town of Fayetteville. Juror Brent Toderian called Food City a "highly creative, comprehensive and leading-edge 'thought-piece' on urban food."

At its heart, Food City is an introduction to smart farming in urban areas that have a lengthy, indirect or expensive route between industrial agriculture and consumer access. If the switch were made from commodity-based crop yield to small plot intensive farming (permaculture) based upon efficient nutrient cycling and reductions in fossil fuel inputs, yields would have the potential to increase tenfold. The new design proposed here attempts to lasso sprawl spaces into pocket neighborhoods that are clustered around grow areas – community gardens and tree-lined streets that produce fruit and vegetables on a small but crucial scale.

Anticipating a population growth from 75k to nearly 150k in the next two decades,

Fayetteville city planners will soon have to address current policies that limit or ban agricultural uses of city land and sale of produce from private gardens. The University of Arkansas' award winning design poses a convincing plan to turn around the community's dreary hunger rate and adequately prepare for the future.

In addition to innovative ideas like on-site restaurant gardens, winter farmers' markets and "edible parks," the project would drastically restructure the city's aquaculture. With an entire district of advanced aquaponic systems, modern ponds and hanging gardens functioning as common areas, the city's fish harvest would be more efficient and aesthetically integrated with the environment.

According to Toderian, "The project went well beyond policy and principle, to connect urban food production with alternative growth scenarios, public space types, and real-world housing." From farm-to-table arrangements with local institutions to a closed-loop, upcycling waste management system to several greenhouse and other geothermal plans, Food City is an in-depth look at a city's vibrant potential.

AWARD OF MERIT

CATEGORY Urban Infill, Award of Merit
FIRM NAME Colum Mulhern
SITE Weiler-la-Tour, Luxembourg



AWARD OF MERIT

CATEGORY Student Award of Merit
PROGRAM University of Notre Dame
SITE Chicago, Illinois



AWARD OF MERIT

CATEGORY Student Award of Merit
PROGRAM University of Notre Dame
SITE Havana, Cuba



SPECIAL JURY AWARD

FIRM Dover, Kohl and Partners
SITE Jean Lafitte, Louisiana



BARN

Urbanism Can Be Rural, Too

It is highly likely that in the thirteen-year history of the Charter Awards, this is the first barn to receive the honor. But, as the jury noted, the Charter recognizes that urbanism happens at all scales, and the transect stretches from urban to rural. More importantly, the jury felt that the thoughtful approach by architect Colum Mulhern reflected a truly new urbanist mindset.

Weiler-la-Tour, Luxembourg is a well-preserved historic village, with a farm at its center. Mulhern was tasked both with expanding the 19th century farmhouse to include apartments for workers and with creating a shelter for farming machinery. Jury member Will Bruder felt Mulhern “achieved a nuanced, unassuming magic in his solution.”

In agreement with the Charter’s environmental concerns, there is an impressive water capture and reuse procedure, and the electrical heating system in the new farmhouse was replaced with one fuelled by wood shavings and

plant matter produced on the farm itself. Additionally, all paving stones and slabs were carefully removed and recycled in the construction of the new buildings.

The client asked that the new design be viable for the next hundred years. Mulhern employed building strategies that will make future transformations cheaper than demolition. The timber roof structure is supported on concrete pillars, large enough to prevent wind efforts on the roof from cracking the masonry, and is covered with insulated metal decking that can be easily added to or replaced if some future use demands a slate or tiled roof.

Remarkable in its continuity, orientation and respect for the future, the project, according to Chatfield-Taylor, is “a structure that is so seamlessly conceived and executed that it immediately belongs and breathes life.”

AFTER BURNHAM

Beautiful Renderings of a Possible Future

In these stunning renderings from the University of Notre Dame, you will likely recognize the City of Chicago. Or at least, the echoes of today’s Chicago, seen through the lens of a possible year 2109. Using Daniel Burnham’s Plan for Chicago from 1909 as inspiration, students envisioned “...an extended period of 21st century economic and population decline, followed by revival.” The revival period sees most of today’s contemporary skyscrapers replaced by 4-6 story midrises and major freeways have become parks. “As modern buildings throughout Chicago age and face restoration or replacement,” students explained, “Fiscal prudence and environmental sensibility will recall us to perennial architectural virtues of durability and beauty.”

“Jurors were very impressed with the scope, complexity and ambitiousness of this plan,” said Brent Toderian, “Even as the details generated considerable discussion and debate!”

In addition to the erasure of most of Chicago’s skyscrapers, the plan sees the

reclamation of 70% of the suburban settlement for open land for agriculture, commercial forestry, passive wastewater treatment, forest preserves and prairie. And in a nod to Burnham, students have envisioned removing the Chicago Circle freeway interchange in order to build Burnham’s Civic Center on the original proposed site.

“Call it a vision, a dream, or a lesson in civics,” said Jeff Speck, “This incredibly thoughtful, skillful, and refined proposal for the not-so-near future did not win the Regional Plan category – a category without a winner – because it could not be called a plan without a plausible implementation strategy for getting us to it from today’s reality. The problem with regional planning, as practiced in America at least, is that we lack the political mechanisms for making the proper decisions about our collective future. Until that changes, we will be stuck with unambitious regional plans and gorgeous impossible dreams, the latter of which could not be better personified than by this powerful proposal.”

HAVANA WATERFRONT

Reconnecting an Historic City to its Shoreline

As part of an eight-week urban studio that involved a trip to Havana, fifth-year University of Notre Dame architecture students were tasked with repairing the city’s waterfront along the Avenida de Puerto. The Avenida is more than 135 meters wide, and the only building is an open-air theater. Students proposed a plan to extend the urban fabric to the edge of the channel while providing a four-lane boulevard and a broad walkway directly on the water’s edge.

Rob Krier found much to admire in the students’ work. “The urban design conception, as well as the quality of the hand drawn plans were of such an exuberant quality, that it merits an outstanding award to the students as well as to the teachers,” he wrote. “With this project the city of Havana would become a real waterfront comparable to the famous Promenade des Anglais in Nice or the bay of San Sebastian – and with even better architecture.”

The proposal envisions the creation of a new plaza around the currently existing statue of Maximiliano Gómez, which now stands in the middle of a roundabout.

Each block contains a variety of buildings ranging from two- or three-bay houses to larger buildings. A new courthouse, performance hall, maritime museum, market hall, church, and stock exchange are all part of the plan. Most ground floors are dedicated to commercial activities, while upper levels serve more private purposes.

“The individual projects exhibit a high level of skill in bringing traditional designs to a modern program and in representation renderings,” expressed Elizabeth Plater-Zyberk. “While the jury questioned the advisability of infilling open space, accepting the premise undertaken by the faculty guiding the project, we thought it appropriate to recognize the excellent execution of the master plan and the individual projects.”

JEAN LAFITTE TOMORROW

A Small Town Rallies for Rebuilding on High Ground

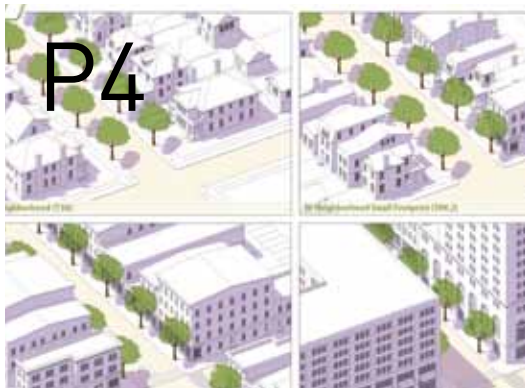
Of all the projects recognized by the jury, this project inspired particular warmth – particular enough to create a special award of recognition for its locally-driven, handcrafted approach. It was with great surprise that the jury learned after making the selection that Dover, Kohl and Partners, a new urbanist firm of significant professional reputation, had been behind the project. This remarkable bit of camouflage attests to the lengths the team went to get local buy-in.

The project in question was a comprehensive resilience plan for Jean Lafitte, Louisiana, adopted unanimously by the town council in April of 2013. The isolated town of 2,000 residents is 20 miles southwest of New Orleans in the Barataria Bayou and functions in many ways like a single, complete neighborhood. For this reason, Dover, Kohl and Partners, staying true to the Charter, approached the project as a Neighborhood Scale Plan. The plan played a key role in getting Jean Lafitte’s proposed levee added to the Louisiana Coastal Protection and Restoration Authority’s 2012 Coastal Master Plan. At the same time the plan helped the town make difficult decisions about how and

where to apply the strategies of “retrofit, reinforce and retreat.”

The Jean Lafitte Tomorrow Plan recommends a “slow retreat to the heart-of-town” which facilitates the voluntary relocation of residents from indefensible, low-lying areas into more compact, walkable, mixed-use communities with substantial-enough investment to warrant reinforcement solutions. Resilient places would be built overtime in historic centers that were located originally in places with higher land elevations. These new centers would allow people who do not want to leave their community altogether an option to stay, and would maintain the community’s purpose and identity despite changing circumstances.

In this age of climate change, the Charter Awards jury saw Jean Lafitte Tomorrow as a compelling and timely parable of new urbanist planning at its best. How better to tackle the challenges ahead than together, pooling resources and making our communities more sustainable, efficient, and enjoyable?



CITYWIDE FORM-BASED CODE IN CINCINNATI, OHIO

Opticos Design, Inc. (project lead)
City of Cincinnati Planning Department (client)
Hall Planning & Engineering, Inc. (transportation)



STATION CENTER IN UNION CITY, CALIFORNIA

David Baker Architects (architect)
Midpen Housing (developer/owner)
Barry Swenson (builder/contractor)
Fletcher Studio (landscape architect)
Mona Caron (mural artist)
Horton Lees Brodgen Lighting Design



REHABILITATION OF PHILADELPHIA'S 30TH STREET STATION DISTRICT

University of Maryland architecture graduate students
Jake Bialek, Emma Crenshaw, Mark Elliott, Tamir Ezzat, Julian Goldman, Eric Joerdens, Katrina McRainey and Michael Taylor.



STORA TORGET (MAIN SQUARE) REDEVELOPMENT IN KARLSTAD, SWEDEN

Brunnberg & Forshed Arkitektkontor AB (architect)
Familjebostäder Ingvar Andreasson



WASHINGTON, D.C.'S HISTORIC DUNBAR HIGH SCHOOL GETS A NEW LOOK

Perkins Eastman (architects)
SK&A (structural engineer)
Setty & Associates (MEP engineer)
D.C. Department of General Services/D.C. Public Schools (client)



A MASTER PLAN TO REVIVE CURRIDABAT, COSTA RICA

Castillo Arquitectos, Guatemala
Municipality of Curridabat, Costa Rica (client)
Dover Kohl & Partners and Plusurbia LLC, Miami (charrette facilitation/design support)



COLUMBIA PIKE INITIATIVE IN ARLINGTON, VIRGINIA

Arlington County Government (client)
Dover Kohl & Partners (town planning)
Farrell Madden (town planning and form-based code)



MIXED USE DEVELOPMENT FOR WASHINGTON, D.C.'S SOUTHWEST WATERFRONT

EE&K, a Perkins Eastman company (architects)
Rockwell Group (associate architect)
Hoffman-Madison Seafont (client)
SK&A/Thornton Tomasetti (structural engineer)
Southwest Waterfront Engineering Group (MEP engineer)



SUNDANCE SQUARE IN FORT WORTH, TEXAS

David M. Schwarz Architects, Inc. (master planner and design)
The Projects Group (client representative)
Downtown Fort Worth, Inc.



RENOVATING THE WESTLAWN GARDENS COMMUNITY IN MILWAUKEE, WISCONSIN

Torti Gallas and Partners, Inc. (lead architect and planner)
KINDNESS architecture + planning (local architect)
Schreiber/Anderson Associates (landscape architect)
Housing Authority for the City of Milwaukee (client)
Norris & Associates (civil engineer)



TACTICAL URBANISM LEADS TO CHANGE IN HAMILTON, ONTARIO

The Street Plans Collaborative
The Hamilton-Burlington Society of Architects
The Ontario Association of Architects
Photos: Mike Lydon, Jeff Tessier, Graham McNally



REORGANIZING AND REJUVENATING KENDALL SQUARE IN CAMBRIDGE, MASSACHUSETTS

Goody Clancy (planning and urban design)
City of Cambridge (owner/client)
Nelson/Nygaard (transportation strategy and design)
MJB Consulting (retail market analysis)
W-ZHA (commercial market analysis)
Ferrell Madden Lewis (zoning)



BEAUTIFYING BAGBY STREET IN HOUSTON, TEXAS

Design Workshop (landscape Architecture)
Walter P. Moore (transportation design, civil engineering, hydraulics and hydrology)
Midtown Redevelopment Agency (client)
Marlon Marshall (photography)



MARKET SQUARE PLACE IN PITTSBURGH, PENNSYLVANIA

Strada (Architects)
Millcraft Investments (client)
DRS Architects (YMCA fit-out)
TedCo Construction (general contractor)
Atlantic Engineering Services (structural engineer)
Tower Construction Services (MEP engineer)
Dennis Marisco, Photographer



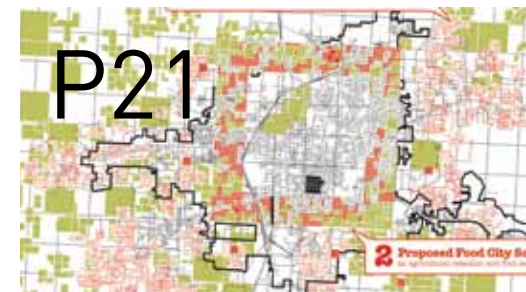
HEART OF LAKE (HUIXDANG ISLAND) IN XIAMEN, CHINA

Robert A.M. Stern Architects (architects)
Vanke Real Estate Enterprise (client)
BIAD (associate architect)
Olin (landscape architect)
J&D Studio (associate landscape architect)
Robert A.M. Stern Interiors (interiors)
Wilson Associates (associate interior designer)



INTEGRATING HOUSING AND INDUSTRY: THE MINING COMMUNITY OF PAS DE CALAIS, FRANCE

Marc Breitman & Nada Breitman Jakov (Architects)



FAYETTEVILLE 2030: FOOD CITY SCENARIO

University of Arkansas Community Design Center in the Fay Jones School of Architecture Design Team



BARN RECONSTRUCTION IN WEILER-LA-TOUR, LUXEMBOURG

Colum Mulhern (architect)
Mr. & Mrs Félix Steichen-Berens (clients)



AFTER BURNHAM: THE NOTRE DAME PLAN OF CHICAGO 2109

Fall 2011 Notre Dame Graduate Urban Design Studio:
Daniel Acevedo, Bryce Buckley, Diana (Reising) Dempsey, William Gay, Arti (Waghray) Harchekar, Sam Lima, Andy Rutz, Hannah Weber (students), Philip Bess (faculty)

Financial support for After Burnham: The Notre Dame Plan of Chicago 2109 has been provided by The Historical Society (Boston University) as part of its two-year multi-disciplinary research project Religion and Innovation in Human Affairs, Donald Yerxa program leader.



WATERFRONT REVITALIZATION PLAN IN HAVANA, CUBA

The University of Notre Dame, School of Architecture, Professor Samir Younés and Fifth-year students.



JEAN LAFITTE TOMORROW - RESILIENCY PLAN FOR JEAN LAFITTE, LOUISIANA

Dover Kohl & Partners (Architects)
Center For Planning Excellence (Louisiana)
Street Plans Collaborative
CSRS Inc. Architecture
Econorthwest Economics
Ferrell Madden Lewis (zoning)

Credits

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